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INFORMATION

REPORT
CD NO.

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COUNTRY	Hungary	DATE OF INFORMATION	1951
SUBJECT	Transportation - Rural railroads, motor vehicles		
HOW PUBLISHED	Weekly newspaper	DATE DIST.	20 Dec 1951
WHERE PUBLISHED	Budapest	NO. OF PAGES	2
DATE PUBLISHED	9 Sep 1951		
LANGUAGE	Hungarian	SUPPLEMENT TO REPORT NO.	

THIS IS UNEVALUATED INFORMATION

SOURCE Kozlekedesi Kozlony.

DEVELOP RURAL RAILROADS; TRY NEW MILK TRUCKS

SHIP CROPS BY RURAL RAILROADS -- Budapest, Kozlekedesi Kozlony, 9 Sep 51

Narrow-gauge rural railroads, which were negligible following the liberation of Hungary, have gained considerable importance. Taken over by the state, they are now contributing to the progress of large-scale farming.

The principal task of the rural railroads is transport of agricultural products; as a consequence, they have a double responsibility in connection with the peak fall traffic. Commensurate with the mechanization of agriculture and the introduction of large-scale farming, development of the rural railroads is necessary to meet the larger volume of transportation. In addition, a number of villages and settlements which, until now, were isolated, have branch lines to the principal railroad lines, and this progress, according to Erno Gero, will be stepped up in the future.

At present, there are approximately 1,400 kilometers of narrow-gauge rural railroad track in Hungary.

Passenger traffic is a secondary task of the rural railroads. However, a substantial number of passenger cars is available for public transportation.

For freight transportation, mainly open freight cars are used. The majority of the cars have $2\frac{1}{2}$-ton load capacity, and numerous modern, mainly four-axle freight cars are also in operation. Although traffic on rural railroads cannot be compared to that on the principal lines, the achievements of the narrow-gauge railroads have been, even nationally, substantial. In 1950, the rural railroads carried 12 percent of the hemp and 13 percent of the sugar beet crops.

Since 1949, when the rural railroads were nationalized, the following progress has taken place: taking data for 1949 as 100 percent, ton-kilometers increased to 355 percent in 1950, and to 600 percent in the first 8 months of 1951, while passenger-kilometers increased to 500 percent in 1950, and to 795 percent in the first 8 months of 1951.

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For better utilization of narrow-gauge railroads, the trackage of certain lines, only slightly used outside the peak traffic, is being transferred to other localities, where it can be operated with more beneficial results. This practice is followed in connection with large-scale construction works, resulting in economy in the construction industry.

Another important innovation is the use of the portable, so-called "flying trackage" system, which insures, without the construction of railroad lines, the transportation of goods to collection points or to the main lines.

The rural railroads also place emphasis on the shortening of freight car turnaround time, resulting in the transportation of a larger volume of goods. More profitable utilization of freight cars is assured by inauguration of a new tariff system based on the actual load, which induces shippers to reach the total load capacity of the cars.

OPENS MODERN AUTO REPAIR SHOP AT MISKOLC -- Budapest, Kozlekedesi Kozlony, 9 Sep 51

The majority of the nationalized automobile repair shops are obsolete. In addition, due to war damage, the available automobile stock still requires extensive repairs.

To improve the condition of automobiles, the government has established a number of new auto repair shops. On 1 September 1951, a model repair shop was opened at Miskolc. This No XVI shop is equipped with modern installations, such as conveyer belt assembly line, central heating system, and baths.

EXPERIMENT WITH NEW-TYPE MILK TRUCKS -- Budapest, Kozlekedesi Kozlony, 9 Sep 51

The Ministry of Food has ordered the introduction of a new-type truck in the milk carrying service. The new truck has three containers, built on a special iron structure mounted on the chassis. The containers hold 2,600 liters and are covered with insulating plates through which the air circulates.

A mechanical air cooler operated from the driving shaft is attached to the front part of the truck, and keeps the temperature of the milk from rising. The cooled air is driven by the propeller through a funnel upon the container, and the warm air is driven out by the cooled air through an opening, at the rear end of the containers.

Two experimental trips were made with the model truck. After a 100-kilometer trip, at an outside temperature of 32 degrees (all degrees centigrade), the temperature of the water placed in the containers rose by one degree.

In the second experiment, a new-type truck and an ordinary truck loaded with milk cans were dispatched simultaneously from Perkata to Budapest. The temperature of the milk carried in cans in the ordinary truck rose from 11 to 21 degrees. Although the loading of the new-type truck was delayed by the lack of an adequate pump and by a flat tire on the highway, the temperature of the milk, which was 13 degrees at the beginning of the trip, rose only to 16.2 degrees.

In the experiments, the temperature of the milk placed in the first of the new truck's three containers rose slightly more than in the other two. This difference in temperature was caused by the exhaust installed underneath the first container, and was eliminated by insulation.

The new-type truck, which costs 10,000 forints, will replace the milk-can-carrying vehicles.

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